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Contents for Week of April 29, 1940. Vol. XIX. No. 10.

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Photograph by G. Heurlin

THE MAELSTROM OF WAR WASHES AGAINST SWEDEN'S BOUNDARIES

Although Sweden is the most highly industrialized of the Scandinavian countries, its rural valleys are islands of conservative old customs and costumes. The automobile has overtaken the horse-and-cart days in Rättvik, but the quaint dress of an earlier period survives. Older girls and women wear peaked caps with their jumper dresses and aprons. Boys in strap slippers have tiny replicas of their father's suit, complete with vest, knee-breeches, and fancy pompons at the knee (Bulletin No. 6).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Norway's Fjord-Gashed, Rock-Bound Coast

WHEN Norway recently became the scene of warfare, its deeply indented rocky coast proved to be a setting of peculiar difficulty for warlike operations.

The first problem was that of length. Although Norway's coast is roughly 1,500 miles long, it is so irregular because of fjords and islands that it has a shoreline of some 12,000 miles. If it could be unraveled from its rugged cliffs and inlets, Norway's shoreline would halfway girdle the world. It is 75 per cent as long as that of Africa. This ragged shoreline, frayed and torn by North Atlantic surf and Arctic gales, gives the seafaring Norse an average of 10 miles of waterfront for every inhabited square mile.

Gulf Stream and "Skerry-Guard" Give Inland Sea Corridor

This easy access to the sea, since the days when the first hardy Vikings sailed into the pages of medieval history, has given Norway a pre-eminence in maritime activities. It is one of the leading shipping nations of the world, and Europe's outstanding fishing country. In the widespread whaling industry of the world, the Norse again are foremost.

The long rugged gray coast of the country is "fenced," and to some extent shielded, from the full fury of the North Atlantic by the picturesque Skjärgaard, an almost continuous string of close-set rocky islands just off shore. Between this protective wall of "skerries" (rocky islets) and the shore threads a narrow sea corridor along most of Norway's length. Thus the Skjärgaard, or "skerry-guard," presents the country with an inland passageway 1,500 miles long for coastal shipping in waters sometimes as calm as lakes. The friendly Gulf Stream swings against Norway and usually keeps the sea corridor ice-free.

Because of this aid in adapting themselves to the sea, the people of Norway have built their principal cities along the coast. Oslo, the capital, is also the leading port. Stavanger, Bergen, and the northern towns of Narvik and Tromsö owe their growth to sea-borne prosperity.

Sea-Arm Reaches 100 Miles Inland

Norway has no true inland cities of any size. Oslo, some 60 miles from the open sea, is nevertheless a seaport because of the deep sea arm reaching into Oslo Fjord.

The typical Norwegian fjord is a long, gorgelike mountain valley drowned in the sea, bringing salt water and sea depths inland. The fjord's gray walls are steep under water as well as above, and drop far below a river's depth. Near the mouth, the fjord generally becomes shallower. Norway's fjord giant, Sogne Fjord, on the western coast, bites 100 miles into the land, and halfway in, it still has a depth of nearly 4,000 feet.

Mountainside farms and highland pastures border the fjords (illustration, next page), and in many of them there is salmon fishing. So deep is the fjord on which Flåm is situated that for ten weeks during the winter the village receives no direct sunlight. Most of Norway's people live near the fjord-fringed perimeter.

Note: Additional descriptions and photographs of Norway are found in "Nomads of Arctic Lapland," *National Geographic Magazine*, November, 1939; "Country Life in Norway," April, 1939; "Life in a Norway Valley," May, 1935; "Norway, a Land of Stern Reality," July, 1930. See also GEOGRAPHIC NEWS BULLETINS: "Neutral Norway Between Two Fires," March 11, 1940.

The fjord-indented Norway coast may be located on The Society's new map of Europe just released as a supplement to the May, 1940, *National Geographic Magazine*. Unfolded copies are obtainable at 50c (paper) and 75c (linen).

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Photograph by Jonals Co.

THE DANES OF JUTLAND DIG THEIR FARMS FROM PEAT BOGS

The low bogs of flat Denmark are gradually reclaimed and converted into farmland by "peating." The clumps of peat turned up by the spade are stacked to dry, and later are burned, for on these treeless moors there is no wood for fuel. The fields, also drying at the same time, are later suitable for agriculture (Bulletin No. 6).

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Baseball Makes a Big Business of Pleasure

WHILE wars ravage Europe and battles make history over, the United States has surrendered joyously to an invasion of uniformed men armed with gloves and balls and bats. The country now settles down to the summer-long battle of baseball, on the big league and sandlot fronts, in which a major catastrophe means merely a man out on first, and a *blitzkrieg* is only a home run.

The game that annually conquers the nation is traced to an impromptu start in Cooperstown, New York, where the centenary of baseball's origin was celebrated last year. Baseball for dollars did not arrive on the American scene until 77 years ago in Brooklyn, New York, when the first commercial game was played. Out of that game has grown a multi-million-dollar business.

Players Bought and Sold by Clubs

Contrast, for instance, the open fields and the later board-fence enclosures where the early game was played, with the gigantic baseball stadia of steel and concrete now in every large city. The American League plants alone, not including the value of franchises, are valued at $20,000,000, even without counting the $4,000,000 municipally owned stadium used by the Cleveland American League team. The Yankee Stadium in New York is the most costly, topping the Cleveland plant by $1,000,000.

Like any other business enterprise, baseball has its ups and downs. For instance, the largest number of spectators at a single game did not assemble this year or last year, but in 1932, when 73,592 attended a single game in Cleveland. Six million spectators have witnessed American League games alone in one year. A banner year for spectators, however, was 1938, when 85,421 people packed the New York Yankees' stadium for a double-header. This attendance was in striking contrast to the "gate" at the first commercial game, which was witnessed by 1,500 spectators.

Today a ball player may be literally bought and sold. The record price paid for a player is $250,000. A player, no longer prized by his team, may be put up for sale to any other team that will claim him for $7,500. Players sold by one club to another are not guaranteed the same salary by the purchasing club. If the contract does not satisfy him, the player may quit the club (and professional baseball).

Seven Million Balls of Handsewn Horsehide

The cost of running an average big league team would amaze the throng passing through the turnstiles at any ball yard. The salaries of players and employees, numbering about 300 when a team is at home, amount to about a quarter of a million dollars for the season. Then there are additional expenses of about another quarter million, including such items as six dozen baseballs for each of 77 games at home and two dozen for an equal number of games away. Four dozen balls at a home game are for use of the umpire, the remaining two dozen for practice.

Each player has four uniforms, and uses about eight bats and two gloves a season. Infielders who play on the skinned diamond runways wear out four pairs of shoes, and outfielders wear out three. Four sets of base bags and four plates for the pitcher's box and "bull pens" are used each year. While the team management furnishes the other equipment, players must provide their own gloves and shoes.

In 1937 nearly 3,000,000 bats, 23,000 masks, 800,000 gloves, and 7,000,000 baseballs were manufactured to keep up with the demands of baseball. Horsehide covers for the balls are still handsewn (illustration, below).

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© Carl Normann

THE PRECIPITOUS WALLS OF GEIRANGERFJORD HOLD CAPTIVE AN ARM OF THE SEA

From Norway's southwest coast at Borgund, the fjord winds inland to its head at Marak. Mountain streams plunge over the cliffs in white threads of waterfalls, among which are the falls of the Seven Sisters. The farms on the gentle slopes at the foot of the mountainsides are endangered by high waves splashed up by avalanches. The cruise ship far below the man on the overhanging ledge (right) brings vacationists by sea into this "inland-seaside" resort.

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Eruption Rips Mauna Loa, Hawaiian Volcano Giant

ADOLESCENT Mauna Loa on the island of Hawaii, the world's most massive active volcano, is convulsed with growing pains again. It has split its suit of armor crust at the "seams" and is pouring forth a cascade of molten lava 200 feet wide and several hundred feet high.

This eruption has not done serious damage, for the lava streams are flowing south toward the uninhabited Kau Desert; the last important eruption, in December, 1935, threatened the city of Hilo on the opposite side of the mountain, and for a time the city's water supply was in considerable danger.

Titanic Caldron Boils Almost on Schedule

This new major activity was pronounced "overdue" by Dr. Thomas A. Jaggar, government volcanologist, who has been timing and predicting the volcano's outbursts for years. Mauna Loa frequently fumes and frets in a small way, but it puts on a big show only about once every three or four years.

Mauna Loa, whose name means "Long Mountain," is a huge oblong dome of hardened lava built up through the ages from the floor of the Pacific Ocean, and rising so gradually from its enormous base as to belie its height of 13,675 feet above sea level.

It is the most extensive of the five major volcanic mountains on the island of Hawaii. Its slightly higher "twin," Mauna Kea, has been dormant throughout historic times. Two-thirds of the way down Mauna Loa's southeastern flank is Kilauea, another famous active crater, which is accessible by road (illustration, next page).

Spurting Fountains of Liquid Rock Make Fireworks Display

In action, Mauna Loa stages an unsurpassed spectacle of violence. Steam vents shoot out feathery clouds. Lava boils up from the floor of its huge crater, but it has never been known to spill over the top. The normal floor of the crater is 600 feet down inside the top of the mountain, enclosed by sheer vertical walls. Scarlet spots appear where gases blow off the "lid" of hardened lava. Pressure and explosions of gas split great cracks in the mountain's side. White-hot rivers of molten rock gush in flaming fountains from these rifts and fissures, extending northeast and southwest from the summit, sometimes for several miles, at elevations between 7,000 and 13,000 feet.

Lava rivers have on rare occasions reached the sea, when warning hisses were followed by steam explosions that flung skyward jets of pebbles and clouds of sand. The Black Beach at Kalapana owes its eerie black sand to the crumbling of lava under the battering of the tide. Glowing smoke columns from the eruption vents are sometimes visible from the hills behind Honolulu, on the island of Oahu, across more than 150 miles of ocean.

Eruptions of Mauna Loa are seldom dangerous to human life or property, because the lava streams usually have cooled and congealed into rock before they reached villages or cultivated areas around the mountain's lower elevations. After lava has decomposed for a number of years, it forms soil of great fertility; fields of sugar cane are found on islets of rich earth between new flows of hard rock. Mauna Loa is forested about three-fourths of the way up, except where rugged black fingers of cooled lava reach far below the tree line.

Hawaiian natives used to propitiate Pele, the goddess of fire who was believed

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The first amateur association of baseball clubs was organized in 1857, and the first series of games was played the next year between teams from New York and Brooklyn, at Flushing, New York, near the present World's Fair grounds.

The first intercollegiate game was played July 1, 1859, when Amherst College defeated Williams College at Pittsfield, Massachusetts. The score was 73 to 32. In those days scores of more than a hundred were not uncommon.

The Amherst-Williams game, compared with baseball as it is played on modern diamonds, presents many contrasts. The balls were smaller than those used now —crude leather-covered spheres with metal centers wrapped in yarn. The game was planned to last until one team made 65 runs, but it continued anyway for four hours or 26 innings. No gloves, masks, or other protectors were used. The only "uniform" was a belt worn by Williams' players with their collegiate insignia. There were no foul balls, and runners could be put out between bases by being "spotted" (struck by a thrown ball).

Note: See also in the GEOGRAPHIC NEWS BULLETINS: "Crack of Baseball Bats Heard in Many Lands," October 8, 1934.

Bulletin No. 2, April 29, 1940.

Photograph courtesy Tennessee Dept. of Conservation

MOST BASEBALLS GO "HOME" BEFORE THEY REACH FIRST BASE

The horsehide covers come largely from Europe, to be sewn over yarn-wrapped cork or rubber cores in the homes of Tennessee farmwomen. Six per hour is an expert's sewing output. One Tennessee manufacturer, whose plant finishes 600 dozen balls a day, ships them to every State and 11 foreign countries. In Mexico, Cuba, and Japan the game is a leading sport.

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The "Bitter" Adriatic, Contested Sea Pocket of the Mediterranean

THE red line of danger in the Adriatic Sea this month is the line of a ship's course through territorial waters of Yugoslavia. The danger signals were hoisted over test shipments of aluminum ore by which German merchant vessels felt the muscle of a threatened British blockade of the Adriatic. The aluminum ore, bauxite, of considerable importance to nations at war, originated in Yugoslavian mines, was shipped from the Yugoslavian port and naval base of Dubrovnik (the former Ragusa), and was destined for the north Italian port of Trieste, where it could make connections with rail systems to go overland to Germany.

A long arm of the Mediterranean between Italy and the Balkan Peninsula, the Adriatic offers seaboard to three countries. They are Italy on the west and north, Yugoslavia on the east, and Albania—Italy's protectorate—on the southeast.

47-Mile Strait Gives Italy Control of Sea

Italy now guards the narrow entrance to the Adriatic by virtue of political control on both sides of the Strait of Otranto. Before the conquest of Albania, Italians held only the tiny island of Saseno, off southern Albania across from the heel of the Italian boot. Since the 1939 Italian occupation of Albania, they have controlled also the strategic Albanian thumb of land that stretches into the strait south of Saseno. Between the eastward-thrust Italian heel and the nearest point of Albania, the distance is only about 47 miles—a little more than that between Washington, D. C., and Baltimore, Maryland.

Even at its widest the Adriatic is less than 150 miles across. Its length, however, extends some 500 miles north, to the ports of Venice (illustration, next page), Trieste, and Fiume at the Italian head of the sea.

Important seaports along the eastern coast of this slim, almost landlocked body of water are Sibenik and Dubrovnik (Ragusa) of Yugoslavia; and Durazzo, the Albanian port of entry to that country's capital.

Before the World War, four nations—Italy, Austria-Hungary, Montenegro, and Albania—shared the shores of the body of water which has been called the "bitter sea." After the War, newly formed Yugoslavia replaced Austria-Hungary and Montenegro along most of the Adriatic's eastern littoral.

Scene of Conflicting Interests

On the east, the rocky, indented Dalmatian coast makes a striking contrast to Italy's even shores across the way. Sparsely settled, the mountainous Balkan coast has many deep-water harbors, while the low and fertile land of the Italians to the west, with its teeming population, has but few good harbors.

Yet the port that holds the most important key to the Adriatic gateway is Italian—the naval base of Brindisi, on the Strait of Otranto. And at the northern head of the sea, the Italian ports of Trieste and Fiume are valuable trade outlets for much of south and central Europe. These ports were obtained by Italy as a result of the World War and early Fascist expansion. Venice, "Queen of the Adriatic," in her prime as a great sea-trading power around the beginning of the 15th century, once ruled most of the long eastern littoral.

From time immemorial, the Adriatic Sea has been the scene of conflicting interests. A thousand years before the rise of Venice, Rome called this water hers, crossing it to conquer the ancient kingdom of Illyria. The dreaded Dalmatian

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to control Mauna Loa's activity, with offerings of berries and suckling pigs. Today, as long as towns and farms are not threatened, eruptions are actually welcomed: they provide a sure-fire tourist attraction, and give scientists new chances for study.

Mauna Loa is included in Hawaii National Park, a "three-ring" volcanic circus with sideshows. Mauna Loa's summit crater, lofty Mokuaweoweo, is the least visited because it is most inaccessible. The fire pit of Kilauea is only a third as remote; beside it stand a hotel—Volcano House—a camp ground, a museum, and a laboratory "clinic" for taking the temperature of the mountain's brow, whether cool or fevered. The third section of the Park surrounds the world's vastest known dormant volcanic crater, Haleakala, on the neighboring island of Maui.

The round-trip by foot or mule-back to the summit of Mauna Loa from Volcano House can be made in three days. Rest houses are provided for overnight stops.

Note: See "Hawaii—Then and Now," *National Geographic Magazine*, October, 1938; "The Hawaiian Islands—America's Strongest Outpost of Defense," also "Colorful Wonders of the Hawaiian Islands" (color insert), February, 1924.

See also in the GEOGRAPHIC NEWS BULLETINS: "Mauna Loa, the World's Biggest Active Volcano," January 20, 1936.

The Island of Hawaii appears in an enlarged inset on the map of the Pacific Ocean, published by The Society as a supplement to the December, 1936, issue of the *National Geographic Magazine*. Unfolded copies can be obtained at 50c (paper) and 75c (linen).

Bulletin No. 3, April 29, 1940.

Photograph by Hawaiian Volcano Observatory

THE BUBBLING ROCK OF LAVA HARDENS LIKE GLOSSY FUDGE

While the grumbling throat of lofty Mauna Loa is above the clouds, the fire pit of Kilauea makes an open earth-sore at a lower altitude, approximately on the big mountain's knee. This glasslike type of lava, called *pahoehoe*, is seething rock, boiling over light and fluffy from Mother Earth's underground kitchen, and hardening in giant bubbles as its brittle crust cools. Even when solid, this freshly cooked rock is not heavy. The presence of iron contributes to its bright metallic luster. Visitors standing on the solid crater edge (right) usually may step down to the solidifying lava in perfect safety.

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Skagerrak and Kattegat: Embattled Channel Waters of Scandinavia

SOME of the heaviest naval warfare in history was recorded in news reports of British and German engagements in that inverted V-shaped water corridor composed of the Skagerrak and the Kattegat, which separates Denmark from Norway and Sweden on the north.

Germany's communication lines from the mainland of Europe to the Scandinavian peninsula are threaded across this double channel. The British maneuvers have aimed a naval knife attack at cutting the German connections.

North Sea Arm with Elbow Joint

The point of land that marks the meeting of the Skagerrak and the Kattegat is the most northern tip of Denmark. The larger, left-hand section is the Skagerrak, on the west, which opens to the west into the North Sea. It is 75 to 90 miles wide, and 150 miles long. Its north shore is the coast of Norway. The narrower section, on the east, is the Kattegat, extending for 150 miles southeast from the Skagerrak to the Danish islands at the mouth of the Baltic. Its greatest width is 90 miles. Its east shore is Swedish.

This bisected waterway is an arm of the North Sea, with an elbow at the angle where the two sections meet. Together they form the only deep water link between the North Sea and the Baltic, except for the Kiel Canal through German territory to the south.

Despite the mining of the mouth of the Baltic by Germany at the beginning of the World War in 1914, the British had a fleet of ten submarines in the Baltic before the end of the War. Four of these British submarines were shipped overland through Russia from the White Sea to Kronstadt on the Gulf of Finland. They sank German cruisers and merchantmen carrying iron and other supplies from Sweden.

Norse Fairyland with Legends of Giant Ships

On the waters of the Kattegat and Skagerrak, the Norsemen got their training in conflict with sudden gales, madly surging seas, and dangerous rocks. The region is rich in early Norse legends. The giant Mannigfual took his colossal ship through these waters, pacing the enormous deck on horseback. So high were the masts that young men who ascended them were old bearded men by the time they reached the deck again. Aegir, the sea-god, had his palace on the island of Laesö.

This narrow passage is obstructed at its southern end by large islands which split the waters into slim channels. The Skagerrak has no islands except for the small ones on the north fringing the coast of Norway. Denmark's sandy shallows, however, present serious dangers. The bay between the Hirtshals and Hanstholm lighthouses is called the Jammerbugt, or "Bay of Lament," because so many ships have come to grief there. The Lindesnes and Ryving lighthouses protect ships which prefer the deeper water off Norway.

Storms frequently break over these comparatively shallow waters with considerable danger to shipping. The climate of the Kattegat islands is healthful, and summer seaside resorts have been developed on them. The natives of the islands are mostly fishermen. Cod, herring, lobster, and oyster fisheries are important.

Note: The Skagerrak and Kattegat may be located on The Society's new map of Europe, just released as a supplement to the May, 1940, issue of the *National Geographic Magazine.*

Bulletin No. 5, April 29, 1940.

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pirates for centuries harried the rich sea traffic that passed this way. In this "bitter" sea, the early city-states of Italy fought naval battles for supremacy.

Fiume Changed Hands After War

During the World War the Adriatic saw considerable sea action, including raids and counter-raids by Austrians, French, British, and Italians. After Italy entered the War, the Allies were able to blockade Otranto channel, cutting off Austria's communications by sea with the outside world.

The pre-War struggle between Austria-Hungary and Italy for control of the Adriatic gave way, after the War, to new conflicting interests of Italy and Yugoslavia. Center of the new struggle was the port of Fiume, which was seized in 1919 by Fascists under the leadership of the Italian poet, D'Annunzio. The following year, however, it was made a free city, only to be turned over to Italy four years later with certain rights reserved to Yugoslavia.

The Yugoslavian stretch of the International London-Istanbul Highway, bordering this sea, is being rapidly put through; an Adriatic motor road already reaches from Susak to Sibenik.

Note: See also "Italy, from Roman Ruins to Radio," *National Geographic Magazine*, March, 1940; "Kaleidoscopic Land of Europe's Youngest King" (Yugoslavia), June, 1939; "Sojourning in the Italy of Today," September, 1936; "Europe's Newest Kingdom," February, 1931; "The Perennial Geographer" (Vergil), October, 1930; "Dalmatian Days," "Medieval Glory Haunts the Eastern Adriatic" (color insert), and "Venice, Home City of Marco Polo," January, 1928.

See also the Society's Map of Europe, a wall map 39 by 34 inches in size, which has recently been released as the supplement to the May, 1940, issue of the *National Geographic Magazine*. This shows the Adriatic and its ports, and changes in Finnish and other European boundaries caused by absorption of territory by the U.S.S.R. and the German Reich. Separate unfolded copies of this map will be available at 50c (paper) and 75c (linen).

Bulletin No. 4, April 29, 1940.

Photograph by Melville Bell Grosvenor

TO GALLEYS AND GONDOLAS, THE "SEA QUEEN" CITY ADDS GUNBOATS

Venetian galleys once fought for the supremacy of Venice as "Queen of the Adriatic." Now the city's naval strength is shown by two of Italy's destroyers moored at the mouth of the Grand Canal protecting the commerce of this important port at the head of the Adriatic. Between them is anchored the *Savoia*, Il Duce's yacht. Among these modern craft, the slender gondola still finds a place to be useful, as the water-taxi of the city's street canals.

TABULAR PICTURE OF SCANDINAVIA, WAR'S NORTHERN FRONT

	Denmark	Norway	Sweden
Capital	Kobenhavn	Oslo	Stockholm
King	Christian X	Haakon VII	Gustav V
Area (sq. mi.)	16,575	124,556	173,347
Comparable to	½ Maine	New Mexico	2 Utahs
Population (1935)	3,706,000	2,884,000	6,250,000
Pop. per sq. mi.	224	23	36
Chief Minority	30,000 Germans	30,000 Lapps	33,000 Finns
Numerical excess of women	57,800	70,300	62,000
Colonies and Dependencies	Faeroe Islands Greenland Iceland (by treaty)	Svalbard (Spitsbergen) Jan Mayen Island Bouvet Island Peter I Island Antarctic Claims	
Religion	Lutheran	Lutheran	Lutheran
% Area Cultivated	76	3	11
% Population in Agriculture	30	29	34
% Population in Fishing	1	7	0.6
% Population in Industries, Mining	28	27	31
Ship tonnage per 1,000 People	309	1,412	243
Chief Exports	Livestock Eggs Bacon Butter	Wood pulp Ores—aluminum, nickel, iron, zinc Fish	Iron ore Butter Bacon Eggs Wood and paper pulp
Chief Customer	Great Britain	Great Britain	Great Britain
Chief Import Source	Great Britain	Great Britain	Germany
Miles of Railroad	3,145	2,482	10,550
Hydroelectric power	.....	3% of world's estimated total	3% of world's estimated total

Note: Additional descriptions and photographs of Scandinavia are found in "On Danish By-Lanes," *National Geographic Magazine*, January, 1940; "Nomads of Arctic Lapland," November, 1939; "Life's Flavor on a Swedish Farm," September, 1939; "Country Life in Norway," April, 1939; "Flying Around the Baltic," June, 1938; "Life in a Norway Valley," May, 1935; "Country-House Life in Sweden," July, 1934; "Royal Copenhagen, Capital of a Farming Kingdom," February, 1932; "Norway, a Land of Stern Reality," July, 1930; "Sweden, Land of White Birch and White Coal," also "Granite City of the North" (Stockholm), October, 1928.

See also in the GEOGRAPHIC NEWS BULLETINS: "Scandinavia, Europe's Viking Crest," February 5, 1940.

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